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HONGKONG, MONDAY, APRIL 13TH, 1903

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11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
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11.00 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 1.00 p.m.	Every 10 minutes.
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BIRTHS.
On the 26th March, at Chingrove, Chefoo, the wife of JAMES McMILLAN, of a daughter.
On the 4th April, at No. 1, Edna Villa, Shanghai, the wife of PASTOR P. KIANZ, of a daughter.
MARRIAGE.
On the 2nd April, at the Trinity Cathedral, Shanghai, ERNEST L. ALLEN, younger son of J. W. ALLEN, of Shanghai, to ELIZABETH EMMA, second daughter of GEORGE E. KING, of Northwich, Cheshire, and niece of Captain R. A. J. ANDERSEN, of Shanghai.

DEATH.
On the 4th April, at 1054, Bubbling Well Road, Shanghai, CHEN ALBERT, the elder son of Mr. and Mrs. A. WHITE-COOPER, aged 23 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD, U.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th April, 1903.

THE answer given by the Under Secretary of State to Sir CHARLES DILKE's question with regard to British railway concessions in China (reported in our last issue) was hardly as full and explicit as could have been desired. It was satisfactory only so far as it served to dissipate the belief that not a mile of any of the 2,800 British miles that figured in Sir CLAUDE MACDONALD's despatch of November, 1898, detailing the concessions granted to Britishers, had yet been laid with the exception of the North China railway. Such a statement we find paraded even in the *Contemporary Review* by a gentleman who poses as an authority on the subject in England. We refer to Mr. DEMETRIUS BOULGER. To be sure, the progress made has been slow, as is only to be expected when the political troubles in China since the concessions were obtained are borne in mind and especially when their effect in financial circles abroad is considered. Now we are authoritatively told that besides the Peking-Newchwang line, with its extension to Tientsin (about 600 miles) which is open to traffic, the branch from Chung-lo-so to Simmingting is approaching completion; the Peking-Sydney line from Taku to the Homan coalfields is in course of construction, and their line from Pukou on the Yangtze opposite Nanking, which will connect with the Peking-Hankow

line, is under negotiation. Surveys have been made for the line from Soochow to Hangchow and Ningpo, and from Canton to Kowloon. The British and Chinese Corporation have concluded a fresh agreement for the construction of the line from Shanghai to Nanking, but with regard to the other lines no action, so far as the Government are aware, is desired by the concessionaires.

It will be at once observed that there are some notable omissions from the list of Lord CRANBORNE compared with that prepared by Sir CLAUDE MACDONALD in 1898. With regard to the Hankow-Canton line, the Under Secretary of State for Foreign Affairs said the British and Chinese Corporation are no longer interested in it. More will, or at least ought, to be heard about this concession if it be true that the American Syndicate known as the WASHINGTON-CAREY group, which acquired the rights in this line, have disposed of 60 per cent. of the concession to Belgian financiers. As Mr. BOULGER has properly remarked in drawing the attention of the British public to this report, the American Syndicate can part with its shares, but it cannot override the political exigencies and safeguards which dictated the support given by diplomacy to all the railway concessions in 1890. Sir CLAUDE MACDONALD vigorously supported the American concession for the Canton-Hankow railway, and counted it as a British victory. He included half of it among British lines. The sale of the shares to a syndicate of another nationality should invite a strong diplomatic protest.

There is, besides the notable omission of the Tientsin-Chinkiang railway, a concession which England shared with Germany, and the still more important line of about 700 miles through Yunnan. In the opinion of Lord CRANBORNE it would be "midsummer madness" to talk of such a project as the Burmah-Yunnan line in the present state of Central Asian affairs, and the indications are not at present hopeful for the commencement of the work. Nor are we likely to see progress for some time with the Anglo-German concession. Before the Boxer outbreak the prospect was far more hopeful than it is to-day. The hatred of the foreigner revealed by the Boxer rising has undoubtedly compromised the financial position of China, and the investing public is inclined for the present to be nervous over Chinese securities.

The new terms which the British and Chinese Corporation obtained a few months ago for the construction of their line from Shanghai to Nanking will certainly facilitate the construction of this important railway, which, traversing as it does the thickly-populated region of the Yangtze, is likely to prove of greater commercial and political value to Great Britain than any other line in China. Scarcely less valuable commercially will be the line from Canton to Kowloon, and though we are glad to observe that this project is still kept in the forefront, we should be glad to learn that an early commencement of the undertaking is intended.

During the month of February, the death-rate in the Colony, exclusive of the Army and Navy, was 15.3 per 1,000 of this population per annum, as against 15.9 in the previous month.

A coolie was sentenced to one month's hard labour at the Police Court on Saturday for stealing 30 lbs. of lamp, the property of the Hamburg-America Steamship Company.

On the complaint of the master of the s.s. *Anambo*, a Chinese cabin-boy was sentenced to four months' hard labour at the Magistracy on Saturday for stealing property to the value of about \$400.

The Chinaman who entered the house of Mr. H. Humphreys recently, supposedly for the purpose of committing a felony, has been certified to be insane, and will be handed over to the care of his friends.

Inspector Cuthbert, of the detective department of the Colony's police force, left for Scotland on Saturday by the English mail on nine months' leave. He is accompanied by his wife and child. Many friends boarded the liner to wish the party *bon voyage*.

It is notified in the *Gazette* that Mr. Hugh Pollock Tooker, Executive Engineer, has been deputed by His Excellency the Governor in Council to act on behalf of the Building Authority in all cases referred to in sections 205, 207 of Ordinance No. 1 of 1903 in connection with dangerous buildings.

A shroff who obtained \$25 from Mrs. A. Arnold, of Bonham Strand, by falsely representing that he was still in the employ of Mr. Wong Tai Fong, dentist, was sentenced to two months' hard labour on Saturday by Mr. J. H. Kemp, Acting Police Magistrate.

On Friday last, by the P. & O. steamer *Coromandel*, Mr. E. R. Bellios, C.M.G., took his departure for Shanghai. From thence he will proceed to Dalry, and there take the train for Europe. Mr. Bellios is one of the first to make the trip home *via* Siberia from this port since the Siberian Railway was opened along its entire route. We understand that Mr. Bellios will probably reside in England for some years.

His Excellency the Governor has been pleased to appoint Mr. Chang Chun Hong to be a public vaccinator.

A special commission will leave St. Petersburg shortly to take over the control of the Chinese Eastern Railway, on which regular traffic will be opened in the month of July next.

The capital of 200,000 Tls. for the Grand Hotel des Wagon Lits, Peking, Ltd., has been over-subscribed. The plans, which are by M. Roisin, have been considerably altered in the way of extension, and building operations are to be commenced forthwith.

The British Ambassador at Berlin, on behalf of the King, has presented Captain Lans, commander of the German warship *Ilis*, with the Order of the Bath. Captain Lans was entertained to lunch at the British Embassy. It will be remembered that the *Ilis* took a prominent part in the capture of the Taku forts in June, 1900, when Captain Lans was seriously wounded.

Messrs. A. S. Watson & Co., Ltd., will open to-morrow for public business their new Kowloon Dispensary situated at the corner of Robinson Road and Cameron Road. This establishment will be a boon to residents in the suburb, which so far has had to depend upon Hongkong for the supply of its medicinal needs. The Dispensary is a handsome building of two storeys, substantial and well lighted. Mr. H. G. Stevens will be in charge.

The King has been pleased to give and grant unto Mr. John Alexander Summers His Majesty's Royal licence and authority that he may accept and wear the Insignia of the Third Class, Third Division, of the Imperial Chinese Order of the Double Dragon, conferred upon him by His Imperial Majesty the Emperor of China, in recognition of his services as Professor of English at the Chinese College at Shanghai.

The *Sia Wan Pao* is informed by its Peking correspondent that people coming to Peking from Kiriin report that the Russian Administrator has been recently doing his best to get into favour with the merchants and people of that region, by exercising leniency and justice in his administration. He often informs the people that after the Russians have retired from that part, the Chinese authorities will probably not be able to cope with the brigands, and that on the contrary the presence of Chinese soldiers will do more injury than good to them.

The blank walls of certain houses near the top of Mosque Street have been secured as an advertisement hoarding by a well-known local firm of wine and spirit merchants, whose name appears in letters of such magnitude that they cannot fail to strike the eye of anyone looking at the City from the Harbour or Kowloon. The effectiveness of the advertisement is unquestionable, but it does not lead any beauty to the view. How long will it be till "X" Pills flaunt their remedial sovereignty from the face of the Peak?

Answering Mr. Schwann, M.P., in the House of Commons last month, Lord Cranborne said no information had been received from Manchuria as to the Boxer movement and anti-foreign feeling, but His Majesty's Consul-General at Hankow had reported that he had received trustworthy information of a threatened movement in Kansu. A report from the British Vice-Consul at Tientsin also pointed in the same direction. His Majesty's Chargé d'Affaires has warned the Chinese Government, and the Wai-pu-wu had stated in reply that they had received no corroboration of the news, and that the reports had probably arisen from movements of disbanded troops in Kansu.

Some of the native papers in the North manifest anxiety over the relations between Russia and Japan. A report emanating from Manchuria predicts a conflict between the two Powers before long in consequence of some bitterness engendered by the competition in the timber trade in the regions of the Yalu. Russia is alleged to have transferred 230,000 soldiers to the frontiers of Manchuria and is further said to have ordered four battleships and a score of cruisers and torpedo-boats to Talienwan. Perhaps the rumours current that large and urgent orders for provisions for the Japanese fleet have been placed in Hongkong, Shanghai and Singapore may be taken as something in the nature of corroboration, but for our part we disbelieve in the probability of a conflict between these two Powers in the immediate future.

At Tientsin recently General Creagh, V.C., presented to Lieut. Popham of the Sherwood Foresters the Distinguished Service Order. The troops formed three sides of a square and Lieut. Popham was called into the centre. General Creagh speaking with great distinctness was heard by everyone present as he recited the honour he felt it to comply with the commands of the King-Emperor who had given orders that these honours should be given in the presence of all the troops available. Lieut. Popham had displayed the greatest gallantry as they all knew at Bothlie Bridge when at the risk of his life he had performed a conspicuous act of valour. It increased his very great pleasure in making this presentation that the Derbyshire was his old regiment. When he joined Her Majesty's service 37 years ago he had been one of them. The regiment had done fine service ever since it was raised, and especially in the late war in South Africa. The General then summarised his remarks in Hindustani and proceeded to affix the coveted medal on Lieut. Popham's left breast; he then cordially shook hands with him and offered his personal congratulations.

Miss Floy Gilmore has been appointed assistant Attorney-General at Manila.

At a Congregation at Cambridge, on 7th ult., amongst other degrees conferred was that of M.A. (by proxy) on Rev. M. Longridge, Trinity, chaplain of H.M.S. *Glory*.

According to a Honolulu paper, it is not improbable that the Pacific Mail Steamship Company may convert the Korea and all of the vessels of its line into oil burners.

Lieut.-Col. Donald Mackenzie, S.V.C., has been appointed Secretary to the Municipal Council and Superintendent of Police in the new International Settlement at Kulangsu, Amoy.

A Manila paper says that the rumour regarding the sinking of a large tramp steamer in Hongkong harbour caused by the transport *Sherman* striking the vessel while leaving dry-dock is believed to be unfounded. Quite so!

The King has appointed Mr. Herbert Allan Ottowill to be His Majesty's Vice-Consul at Tientsin, and has approved of Mr. William Paterson Waddell as Consul of Sweden and Norway at Singapore for the Straits Settlements, and Don Frederico D. Barretto as Vice-Consul of Mexico at Hongkong.

From St. Petersburg it is reported that the Russian Foreign Department will shortly establish a Russian committee for the exploration of Northern and Eastern Asia, for historical, archaeological, linguistic, and ethnographical investigations. The statutes have been published, and admit of the participation of scientific men of all nations.

The Chinese Minister in London was recently interviewed by the London correspondent of the *Matin*, respecting the state of affairs in China. He spoke with bitterness, we are told, of the missionaries, but he attributed the present discontent to the heavy taxation rendered necessary by the payment of the war indemnity in gold. The Government, he said, had 46,000 men at its disposal to use against the agitators. The Chinese people were devoted to the dynasty, and the throne was perfectly secure.

In the course of a discussion in the House of Commons on a vote for expenditure in connection with embassies, missions and consular services abroad, Viscount Cranborne mentioned that the full amount of the cost of telegrams from Peking in connection with the Treaty and Tariff was 216,846. Even for Chinese negotiations, he said, the negotiations in respect of the China Commercial Treaty were preternaturally long. Mr. Wylie expressed the opinion that the money spent on telegrams to the East had been well expended.

M. Witte, the Russian Minister of Finance, recently handed to the Tsar a special report dealing with his recent visit to the Far East. The Chinese Eastern Railway comes in for a great deal of attention. On the whole M. Witte says that the work of construction has been carried out well, and that it will redound to the honour of Russian railway construction. Especial attention has been given to meeting the important demands involved in carrying out the harbour works at Dalny, and their completion may be looked for probably within the next twelve months.

A Peking despatch states that owing to a recent joint memorial presented by Viceroy Chang Chih-tung and Yuan Shikai strongly recommending the immediate issue of an Imperial edict abolishing for ever the old style of examinations for the Chujün (Master of Arts) and Chinsih (Doctor) degrees, and authorising the Peking University to conduct examinations in future and confer higher literary degrees, a party of Conservative Censors have begun sending in memorials to the Throne denouncing the two Viceroy's and their scheme.

According to the *Sieit*, the Russian steamship companies are at present passing through a severe crisis in consequence of the competition on the part of the railways, which is proving too strong for them. The journal says it is no exaggeration to say that the merchant fleet of Southern Russia is on the verge of ruin. At present there is not sufficient cargo to give work to the fleet or even to ensure its existence, while, on the other hand, the railways have secured nearly all the lucrative carrying trade in Western Russia and the Caucasus, the quantity of which interferes with its regular delivery.

The Governor in Council having decided that the resumption of a portion of the remaining portion of Inland Lot 71 (including the kitchen backyard, rear wall and the rear part of the houses No. 19, Circular Pathway) is required for a public purpose and private negotiations for the purchase thereof having failed, the said portion of the remaining portion of Inland Lot 71 containing an area of about 396 square feet will be resumed by the Crown for a public purpose at the expiration of four months from the publication of notice, and that thereupon such compensation in respect of such resumption will be paid as may be awarded in the manner provided by the Crown Lands Resumption Ordinance 1900.

FATAL STREET FIGHT

On Friday night last a trio of ricksha coolies came into collision in Des Voux Road outside the Hongkong Hotel. Two allied themselves against the third, and during the fight he received a kick or a blow on the spleen which caused rupture of that organ. He sank down in the street, and expired very soon afterwards. The police were called, but the assailants escaped, and are still at large. The police, however, are in possession of their names, and unless they have gained Chinese territory their capture should not be long delayed.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

JAPANESE NAVAL REVIEW AT KOBE.

A BRILLIANT SPECTACLE.

Kobe, 11th April.

His Majesty the Emperor of Japan reviewed yesterday a fleet of over seventy warships, the brilliant spectacle being witnessed by thousands of people from all parts of the Empire.

EXPLOSION OF A POWDER MAGAZINE AT CANTON.

TEN BUILDINGS DESTROYED—MANY PERSONS KILLED AND INJURED.

Canton, 11th April.

The Winghai powder magazine, outside the East Gate, consisting of about ten buildings, covering a valley forty acres in extent, was blown up on Friday afternoon, and completely destroyed.

It is reported that the guard were killed and several persons injured.

No damage was done to the city, but the shock was severely felt.

In connection with the above a correspondent writes as follows:—

Canton, 11th April.

Yesterday at 2.40 p.m. the inhabitants of Canton were startled by a tremendous explosion. A large volume of smoke was seen to be rising in the shape of a balloon from a point some distance to the N.E. of the city, and it was evident that a powder-magazine had exploded—a not uncommon occurrence in China.

The writer immediately set out for the scene of the disaster, and, on reaching the small N. gate, found a continuous string of Chinese hurrying towards the scene of the disaster. After walking about a mile towards the low hills, from behind which smoke was still rising, indications of the magnitude of the explosion began to appear.

Persons carrying blackened beams and other wreckage, the roof of a house broken in, a blackened and glowing survivor staggering along, and finally several coffins being carried towards a point over the brow of a hill about two miles outside the small North gate of the city, all told a sad tale.

The powder magazine was called Yang Tai, and was in the district called Ho Yu Ch'ü. It covered an area of over an acre, and this space was a confused mass of bricks and beams, from which smoke was still issuing in dense clouds an hour after the explosion. Under the ruins is buried an unknown number of soldiers; several who had been guarding the magazine had already been dug out, but workmen were still busy digging.

About three hundred yards from the ruins an unfortunate coolie was lying, who had been blown some distance, and was suffering from a fractured thigh and minor injuries. A dense crowd of Chinese surrounded him, and though he had lain there for an hour, they had not given him so much as a drink of water. This was soon put to rights, however, and by dint of vigorous bambooing the crowd were forced to stand back. A German missionary was doing very good work, and probably saved two or three lives, as he was provided with bandages. The Chinese seemed unable to help. It does not occur to them that there are little ways of alleviating suffering without possessing any knowledge of surgery, and they wait for a doctor or a foreigner to appear.

Some of the wounded were mangled beyond description. Twenty-three were attended by Dr. Swan, who arrived at about 5 p.m. Most of the injured were suffering from shock, for the force of the explosion must have been terrific. A wall, formerly ten feet high, which girdled the magazine, had been cut down as it were with a knife two feet from the ground. Not a leaf remained on any tree within a hundred yards of the place.

The number of the dead is as yet unknown, but is probably not above twenty. The sufferers are receiving the best of attention at Dr. Swan's hospital at Kak Fou, where they were conveyed during the night.

REUTER'S SERVICE.

BRITISH TRADE.

London, 8th April.

British imports for March show an increase of over £6,000,000 and exports an increase of £3,000,000 as compared with March, 1902.

THE DREYFUS AFFAIR

London, 8th April.

In the Chamber of Deputies on Monday, Premier Brisson charged the ex-Minister of War Cavaignac with concealing General Pellieux's letter from his colleagues; the ex-Minister

gave a confused and unconvincing explanation. The Government has promised an administrative enquiry.

A COUP D'ETAT IN SERBIA.

London, 8th April.

The King of Serbia has executed a curious coup d'etat by suddenly promulgating a decree revoking the Constitution, which he himself had granted on the 19th April, 1901, dismissing the Skupstina and annulling a number of laws passed by that body; he then immediately promulgated a new decree restoring the Constitution. The motive for this action is not explained.

London, 10th April.

The King of Serbia, by submerging the Constitution for a few minutes yesterday, succeeded in ridding himself of a number of Radical Senators and State Councillors, and re-starting the Constitution with a clean slate.

BYE-ELECTION IN ENGLAND.

London, 9th April.

At a bye-election at Cramborne, Sir Wilfred Lawson (Liberal) has been elected by 3,559 votes, against Mr. Straus's (Unionist) 2,369 votes. Sir Wilfred Lawson replaces Mr. W. S. Caine.

[The late Mr. Caine was elected by a majority of 18 only. Sir Wilfred Lawson's majority is 689.—Ed. D.P.]

THE CHINESE CUSTOMS.

London, 9th April.

Sir Robert Hart has appointed a Russian Commissioner of Customs at Newchwang.

THE STRIKE IN HOLLAND.

London, 9th April.

The Dutch Chamber has passed the Anti-Strike Law by a large majority; the strike is unabated.

THE "AMERICA" CUP.

London, 9th April.

Shamrock III has had another successful trial, completely beating *Shamrock I*.

London, 10th April.

The new *Shamrock* in further trials at Weymouth, beat *Shamrock I* by four minutes in a seven-mile run.

NEW FIELD MARSHALS.

London, 10th April.

General Sir Evelyn Wood and General Sir George White have been promoted to the rank of Field Marshals.

PRESIDENT'S EULOGY OF GOVERNOR TAFT.

London, 10th April.

President Roosevelt, speaking at Fargo, eulogised Governor Taft as the finest type of a public servant.

LORD MILNER TO PROCEED TO ENGLAND.

London, 10th April.

Lord Milner will take two months' leave and proceed to England for August and September. His Lordship is looking very worn.

THE KING TO VISIT PARIS.

London, 10th April.

At a Cabinet Council in Paris, it has been decided that the President and all the Ministers will receive the King at the railway station on the 1st May, and a grand dinner will be given at the Elysée on the 2nd May.

THE EASTER HOLIDAYS.

There was general cessation of business in the Colony on Good Friday. Sacred services were held in the various churches and chapels. The 21st Annual Prize Meeting of the Hongkong Rifle Association was begun on that day and will be concluded this afternoon. Saturday being mail day, the shipping and mercantile offices and the banks were again opened in the forenoon. Besides many private lunch parties and picnics there were two big excursions to Macao, the *Chungking* leaving on Saturday evening to return this morning, and the *Wing-chai* leaving yesterday morning to return the same night; both trips were well patronised. On Saturday also the annual tennis match between the Ladies' Recreation Club and the H.K.C.C. was played on the Cricket Ground. Yesterday special Easter services were held in the churches.

The services at St. John's Cathedral were fully choral, the music being of a suitable Easter character; devotionally rendered by the choir, which was at almost full strength. Stanford's Te Deum and Benedictus in B flat and the anthem "Awake up my glory" (Barby) were sung at matins, and at evensong a Magnificat and Nunc Dimittis composed by the Cathedral organist, Mr. A. G. Ward. The concluding vespertine at the evening service was the "Hallelujah Chorus" from Handel's *Messiah*. The altar, chancel, and font were adorned with plants and flowers.

TO LET

SPACIOUS NEW HOUSES AND FLATS.
Connaught Road, Des Vaux Road and
Pottinger Street. Close to Blake Pier. Specially
suitable for Offices, Stores, &c. Rents very
moderate.

Apply to—
S. A. SETH,
Dairy Farm Co.,
KWONG SUN TAI,
34, Wing Lok Street.
Hongkong, 27th November, 1902. [180]
TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOMBE" MAGAZINE GAP. Avail-
able from 1st April.

Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]
TO LET.

"HARTLEY," STONY BROOKE,
"INGLEWOOD," RICHMOND
ROAD.

Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [150]
TO LET.

"THE RETREAT," MOUNT KELLET.
FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 7, REYNOLDS TERRACE.

GODOWNS at BOWLINGTON (PRAYA
East).
HOUSES in LEIGHTON HILL ROAD.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 1st January, 1903. [71]
TO LET.

**TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.**

Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]
TO LET.

**FURNISHED completely, with possession
from 1st May, semi-detached SIX-
ROOMED HOUSE, No. 2, GOMES
VILLAS, Des Vaux Road, Kowloon. Cool
and breezy. Facing Kowloon Bay. May be
inspected by appointment.**

Address—
C. R.,
Care of Daily Press Office.
Hongkong, 25th March, 1903. [958]
TO LET.

**OFFICE, airy and commodious, No. 3,
QUEEN'S BUILDING, 3rd FLOOR.**

Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [987]
TO LET.

**"WESTBOURNE VILLA," North
BONHAM ROAD.**

No. 1, CAMERON VILLAS, MOUNT
KELLET.
Nos. 7, 11, 15 & 18, BELILIOS TERRACE,
"BISNEE VILLA," FORTULUM ROAD.

Land on sea front Kowloon, Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 2nd April, 1903. [1046]
TO LET.

NO. 12, CASTLE ROAD.
No. 74, CAINE ROAD.
Nos. 7, 9, and 11, SEYMOUR ROAD.
1st FLOOR of No. 49, PEEL STREET.
GODOWN No. 31A, PRAYA EAST.

Apply to—
COMPASS ROSS'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 6th April, 1903. [1073]
TO LET.

**OFFICES at 6, QUEEN'S ROAD
CENTRAL.**

Apply to—
G. GIRAULT.
Hongkong, 2nd January, 1902. [72]
TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.

Apply to—
SPANISH PROCUSSION.
Hongkong, 1st January, 1903. [73]
TO LET.

**FROM April 1st the GROUND FLOOR
and the TOP FLOOR of No. 41, Des
Vaux Road Central.**

Apply to—
C. S. L.,
Care of 61, Queen's Road Central.
Hongkong, 16th March, 1903. [854]
BOARD AND RESIDENCE.

BOARD AND RESIDENCE.
Apply to—
9, SELBORNE VILLAS,
Kennedy Road.
Hongkong, 14th February, 1903. [52]
BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]
PRIVATE BOARD AND RESIDENCE.

**NOS. 12 and 14, QUEEN'S ROAD
CENTRAL.** Entrance by Zeland
Street.

Hongkong, 3rd March, 1903 [700]
"TANG YUEN."

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.

Apply—
MANAGERESS,
Maddison Road;
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]
BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED
ROOMS, with Board.**

Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1902.

TO LET

FURNISHED HOUSE in Kowloon.

Apply to—
P.,
Care of Daily Press Office.
Hongkong, 7th April, 1903. [1081]
TO LET.

**TOP FLAT of "SEAVIEW," WANCHAI
GAR ROAD.** Cool and healthy situation.
Full view of harbour.

No. 6, TEDAXELA TERRACE.
No. 6, MOSQUE JUNCTION.
No. 31, MOSQUE JUNCTION.

And others to suit various requirements.
Care of the Dairy Farm Co., Ltd.
Hongkong, 7th April, 1903. [735]
TO LET FOR SALE.

**"EXCELSIOR," No. 10, SAN
LORENZO, Macao.** From 1st
April, ext.

Apply to—
DR. G. P. JORDAN,
2, Connaught Buildings.
Hongkong, 3rd March, 1903. [698]
GODOWNS TO LET.

PRAYA EAST. Spacious Two-storied
and Single-storied Godowns. Suitable
for Yarn or Coal.

Also Land for Coal storage.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 31st March, 1903. [1002]
TO LET.

**NO. 3, STEWART TERRACE, the
Peak.**

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 8th April, 1903. [1108]
TO LET.

**FURNISHED HOUSE on MOUNT
KELLET, the Peak, for 2 or 3
months, from 15th April, inst.**

For Particulars, apply to—
TURNER & CO.
Hongkong, 9th April, 1903. [1101]
TO LET.

**FURNISHED ROOM, with BOARD,
situated in Caine Road.**

Apply to—
Care of Daily Press Office.
Hongkong, 9th April, 1903. [1102]
TO LET.

**12, ARBUTHNOT ROAD. SIX-
ROOMED HOUSE.**

Apply to—
E. A. DE CARVALHO.
C. F. DE CARVALHO.
Hongkong, 19th March, 1903. [894]
TO BE LET OR SOLD.

**THE BUNGALOW on MOUNT KELLET,
known as "THE SUMMER HOUSE."**

For Particulars, apply to—
J. Y. V. VERNON.
Hongkong, 24th March, 1903. [954]
WANTED.

**GENTLEMAN (Single) requires FUR-
NISHED BEDROOM in Peak District
or Kowloon. Peak preferred. Or would join
a Mess.**

Apply to—
H. M.,
Care of Daily Press Office.
Hongkong, 30th March, 1903. [985]
WANTED AT ONCE.

**DOCTORS for Coasting Steamers, with
European or British Colonial Diploma.**

Apply to—
NORDEUTSCHER LLOYD,
3, Queen's Building,
Top Floor.
Hongkong, 27th March, 1903. [975]
SITUATION WANTED.

**YOUNG ENGLISHMAN (24) 3½ years
out East, conversant with German
and French and Booking, desires position in
any capacity with firm of good standing.**

Apply by letter to—
C. L.,
Care of Daily Press Office.
Hongkong, 1st April, 1903. [1029]
WANTED.

**G. RACA & CO., Importers and Exporters
of Foreign and Colonial POSTAGE
STAMPS, 53, Peel Street, Hongkong, have
just received for sale at their stall at Hongkong
Hotel Corridor a large variety of nice Pictorial
Post Card Albums. Pictorial Post Cards;
Panoramas of Hongkong, Macao, Canton,
Chinese Costumes, Views, &c., &c., in Phototype
and Coloured Colotype. Assortment of Postage
and Stamp Albums, Leaves, Hinges, Treasures and
other Philatelic goods. Prices to suit all
Customers. Correspondents wanted. Foreign
orders promptly attended to. Cash with order
or 1st class reference.** [1131]

**THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.**

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
with POWERFUL SALVAGE PLANT
READY at SHORT NOTICE. [1594]

**THE SHIP-SUBSIDY QUESTION
IN ENGLAND.**

The full text of the report of the Select
Committee of the House of Commons on Steam-
ship Subsidies, now at hand, embraces some
noteworthy features, remarks the New York
Nation. The most important of these
is the survey of the shipping subsidies
paid by the various governments of the world.

Among the witnesses examined, there were
differences of opinion on the question whether
Great Britain now pays more than a fair
pro quo for any steamship service. Mr. Baxton
Forman, representing the Post-office, thought
that in some cases more than the postal value of
the service was paid for carrying the mails. On
the other hand, Sir Spencer Walpole, a former
Secretary of the Post-office, was satisfied that full
value was obtained in all cases. The Committee
does not attempt to decide this question. It
publishes a full statement of the mail payments,
which amount to \$3,676,690 per year, for the
United Kingdom. Nearly half of this sum
goes to the Peninsular and Oriental Company
or its Indian, Australian, and Chinese service,
being \$1,603,890 per year. The Company itself
considers this sum very inadequate even for
purely postal services, but continues to do the
work and pays fair dividends to its share-
holders. In addition to mail payments, there are
Admiralty subventions amounting to \$378,171
altogether.

German state subsidies to steamship lines
amount to \$1,688,853, of which \$1,200,800 goes
to the North German Lloyd for Asian and
Australian service. The Hamburg-American
Line receives no state subsidy, but that
Company and the North German Lloyd together
receive \$315,900 from the German Post-office
for carrying the mails from Hamburg
and Bremen to America. The Committee
thinks that an indirect subsidy is granted
to German steamships by preferential railway
rates on goods destined for East Africa
and the Levant. The fact is noted that
the North German Lloyd has more than
doubled its tonnage in five years. How much
of this gain is due to subsidies, direct and
indirect, and how much to the "energy and
enterprise of the recipient," the Committee
does not attempt to decide. The North German
Lloyd, like the Peninsular and Oriental Com-
pany, considers itself very inadequately paid for
its Asian and Australian service.

France pays more for steamship subsidies than
any other country, and gets less for her money.
There was entered in her budget for 1901 no less
than \$6,688,137 for subsidies for bonuses on ship-
building, and for premiums for voyages made.
France pays bonuses on foreign steamers of
iron or steel employed by Frenchmen in ocean
or international coasting trade. Two-fifths of
the tonnage under payment is of this class, and
one-fifth consists of sailing vessels. "All
of these subsidies," says the report, "are quite
out of proportion to the services rendered, and
speaking generally, it is certain that French
trade has not advanced with the increased
manifestations of the subsidies, while French ship-
owners, and especially French sailing-ship
owners, have unduly benefited at the expense
of their country."

Japan has gone into subsidies rather rack-
lessly in late years. In 1899 the total amount
paid was \$2,841,632. Since that time new lines
have been subsidised to China, Korea, Australia,
and Bombay, the payments on which amount
to \$781,978. The present aggregate of
\$3,623,610 would seem to be beyond the limits
of reason and prudence, if not beyond the
resources of the nation.

Holland has a flourishing mercantile marine,
but she pays no subsidies either for construction
or for navigation. Her payments for mail
service are on the basis of value received.
Norway pays \$50,000 for mail service on the
same basis, and \$84,940 for "facilitating
steamer communications." It is a curious
fact that complaint has been made by British
shipowners at Hull that Norwegian subsidies,
and the low rate of wages paid to Norwegian
sailors, are seriously damaging British trade.

The report tells us that the United States
does not pay any general subsidies, but does pay
for mail carriage in American-owned ships
much more than the services could be obtained
for. It first pays \$15,000 per voyage (in the
trans-Atlantic service) without regard to the
weights carried. Then it pays \$1.60 per pound
for letters and postcards, and 8 cents per pound
for other mail matter, the rates paid to foreign
ships being about 44 cents per pound for letters
and postcards, and 41 cents for other matter.

The fact is pointed out with some misgiv-
ing that Great Britain has fallen behind Germany
in the matter of speed, and that the Oceanic has
passed under American control with the White
Star Line. The necessities of the British
national prosperity, however, are inextricably
bound up with the possession of a strong navy
and a fast mercantile marine. Therefore, in the
opinion of the Committee, speed should be a

THE SHIP-SUBSIDY QUESTION IN ENGLAND.

condition of all ocean mail contracts hereafter,
and in some cases very high speed should be
required, since such ships might be needed as
carriers of the food supply of the United
Kingdom in time of war.

Closely connected with the public safety also
is the right of transfer of British ships to
foreigners. The Committee is of the opinion
that no mail or Admiralty subsidy should be paid
except on the condition that the ship shall not
be transferred in whole or in part to foreigners
without the consent of the Government—the
penalty for violation of the agreement being
forfeiture of the subsidy and the ship. It is
pointed out that such an agreement exists
between the North German Lloyd and the
German Government in respect to the subsidised
ships of that Company.

Considerable space is given to the question
of shipping "conferences," by which term is
meant agreements of shipowners to maintain
rates, or to advance them as against the public,
or to lower them as against new competitors.
Instances are cited showing that many of the
evils of railway monopoly exist also in steam-
ship traffic, and that a "long and short-haul
clause" would not come amiss in certain cases.

For example goods have been taken from
Amsterdam to Java via Liverpool at 20s. per
ton, while the rate charged from Liverpool to
Java is 30s. per ton. With some hesitation,
the Committee recommends that the Govern-
ment retain some control over the rates to be
charged by ships running under subsidy, for
"if a company merely aims at a fair and
reasonable rate it ought to have no ground to
fear the control; if it aims at something more,
the control is obviously desirable."

The question whether foreign subsidies have
had a damaging effect upon British trade is
examined at some length. The conclusion is
reached that British shipping has maintained
its flourishing position and held its own in
most places, despite subsidies paid to com-
petitors. Between 1890 and 1902, British
steam tonnage increased from 8,250,000 to
13,500,000 tons, while that of Germany rose
only from 928,000 to 2,600,000. Germany's
percentage of increase was greater than Eng-
land's, however, because she began at a lower
figure. "It is easier to increase from 1 to 2
than from 100 to 200." It is admitted that
the disproportionate bonuses paid by France
to sailing vessels (11. 70s. per gross ton per
1,000 miles sailed) have given them some ad-
vantage over British sailing-vessels, but it is
not deemed expedient to offset this advantage
by a resort to bounties, nor do British
shipowners recommend such a policy. They
are generally opposed to subsidies or at
least to fair payment for services rendered. The
Committee thinks, however, that a special
case for subsidy exists in the need of direct
communication with British East Africa. At
present a trans-shipment has to be made at
Aden. Germany has a direct line to her East
African possessions, and has thereby increased
her trade.

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